



TOWN OF CLARKSTOWN

GEORGE HOEHMANN
SUPERVISOR

April 22, 2019

Hon. Andrew M. Cuomo
The Capitol
Albany, New York 12242

Dear Governor Cuomo:

The Town of Clarkstown is committed to partnering with you and other local leaders in providing a safe travelling environment and robust transportation infrastructure for motorists and pedestrians alike. There are several state roads throughout Clarkstown that I and the members of the Town Board have serious concerns with, due to the high number of collisions and an inordinate number of pedestrian strikes and fatalities, we think you can help us address. That is why we respectfully request that the New York State Department of Transportation ("NYSDOT") undergo a review of our local, heavily travelled state roads in an effort to improve pedestrian and motorist safety and to decrease accidents and other, more tragic outcomes.

We have been working with Assemblyman Ken Zebrowski to expand existing NYSDOT evaluation efforts in Rockland County to include the Town of Clarkstown. There are many State maintained roads within the Town that have the degree of volume and congestion that contribute to the conditions referred to above. The following three areas are of most concern:

1. **Route 304 corridor** – Five (5) fatalities have occurred on Route 304 in the last two (2) years. It is also home to one of Town's Neighborhood Shopping district that is designed to encourage pedestrians and visitors, and serves as our Town and Rockland County government's seats.
2. **Route 303 corridor** - Route 303 is the main thoroughfare for commercial truck traffic through the Town, which causes traffic and safety issues. Out of the 667 accidents that occurred since 2015, three (3) have been fatalities. Two of the Town's largest industrial parks are also located along Route 303. We consider the issues on this portion of the road not only tied to public safety and quality of life, but as an economic development issue.
3. **"Five Corners" Intersection in Valley Cottage** (Ridge Road, Lake Road, Christian Herald Road, and Route 303) - Traffic congestion is common at the "Five Corners" intersection during peak hours, often resulting in queues which extend far north on Route 303. 210 accidents have occurred at this location since 2014.

The NYSDOT has conducted safety studies along several state roadways within Rockland County, including the Sustainable Development Study in Orangetown. Unfortunately, that study ended at the Clarkstown/Orangetown border and did not include the Clarkstown portion of Route 303, of which associated improvements are currently under construction.

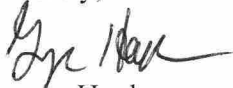
The New York Metropolitan Transportation Council ("NYMTC") is currently conducting the Route 59 Transportation and Land Use Study along Route 59. Once again, the Clarkstown portion of Route 59 is not a part of the study.

This is problematic. Given the many issues and safety concerns on the state roads in Clarkstown, it is puzzling why it appears that the Town is frankly being ignored as it relates to studies and capital investment. This issue is a glaring one, especially when taking into account that the Town of Ramapo had a project quickly added to the TIP and received funding based upon one grievous fatality with a few months' time.

It is time for a real commitment to safety studies and upgrades on Routes 303 and 304 in Clarkstown.

Enclosed are the Town Board resolutions that received unanimous approval related to the issues raised in this letter. Please feel free to reach out to me for more information or to discuss further. We look forward to working with you in improving the safety of state roads for our residents, businesses, and visitors.

Sincerely,



George Hoehmann
Supervisor

w/Enc.

Cc:

New York State Department of Transportation
Acting Commissioner Paul Karas
50 Wolf Rd.
Albany, New York 12232

Assemblyman Kenneth Zebrowski
67 North Main Street
New City, NY 10956

Senator David Carlucci
20 South Main Street
New City, NY 10956



Request to NYSDOT for Safety Improvements on Route 304

WHEREAS, the Town of Clarkstown is committed to providing safe transportation infrastructure for both motorists and pedestrians, and

WHEREAS, the Route 304 corridor in Clarkstown continues to experience a concerning number of vehicular accidents resulting in injuries and fatalities to pedestrians and motorists, and

WHEREAS, one of the Town's Neighborhood Shopping districts is located on Routes 304 and is designed to encourage pedestrian visits to this areas from the surrounding neighborhoods, and

WHEREAS, at the Town Board meeting of March 4, 2014 the Board unanimously adopted Resolution #125-2014, which requested the NYSDOT study traffic speeds along Route 304 as was previously done for Route 303, and subsequently the Supervisor sent a letter to the NYSDOT on March 5, 2014 in which this request was made, and

WHEREAS, as a result of the aforementioned request, the NYSDOT extended the 45 mph speed zones along Route 304 and

WHEREAS, on January 17, 2015 the Supervisor sent a letter to the NYSDOT requesting a review of the traffic light timing and synchronization along Route 304, and

WHEREAS, as a result of the aforementioned request, the NYSDOT made light timing changes along Route 304, and

WHEREAS, multiple fatalities have occurred on Route 59, including the following incidences:

1. June 4, 2017 an accident fatality occurred at the intersection of Route 304 and Goebel Road
2. September 25, 2017 an accident fatality occurred at the intersection of Route 304 and Congers Road
3. December 18, 2017 an accident fatality occurred at the intersection of Route 304 and Cosmos Lane
4. December 19, 2017 a hit and run fatality occurred at the intersection of Route 304 and Third Street, and

WHEREAS, on October 20, 2017, in response to the first two of these incidents, Assemblyman Kenneth Zebrowski sent a letter to the NYSDOT requesting pedestrian corridor evaluation of Route 304, which has yet to be completed, and

WHEREAS, the NYSDOT has conducted safety studies along several state roadways within Rockland County, including the Sustainable Development Study in Orangetown, which ended at the Town line and did not include the Clarkstown portion of Route 303, of which associated improvements are currently under construction, and

WHEREAS, the New York Metropolitan Transportation Council (NYMTC) is currently conducting the Route 59 Transportation and Land Use Study along Route 59, which does not include any portion of Route 59 within the Town of Clarkstown, and

THEREFORE BE IT RESOLVED that the Town Board respectfully requests that the NYSDOT conduct a comprehensive safety study of the Route 304 corridor throughout the Town of Clarkstown in an effort to decrease accidents and improve pedestrian and motorist safety along the corridor.

TMM



Request to NYSDOT for Safety Improvements on Route 303

WHEREAS, the Town of Clarkstown is committed to providing safe transportation infrastructure for both motorists and pedestrians, and

WHEREAS, the Route 303 corridor in Clarkstown continues to experience a concerning number of vehicular accidents resulting in injuries and fatalities to pedestrians and motorists, and

WHEREAS, two of Clarkstown largest industrial parks, the Congers Industrial Park and the Clarkstown Executive Park in Valley Cottage are located on Route 303, along with one of the nation's largest indoor malls, the Palisades Center, and

WHEREAS, Route 303 is main thoroughfare for commercial truck traffic through the Town along with commuters accessing the New York State Thruway, all of which causes traffic and safety issues on Route 303, and

WHEREAS, multiple fatalities have occurred on Route 303, including the following incidences:

1. 667 Motor Vehicle accidents in the past five (5) years
2. May 14, 2015 an accident fatality occurred at the intersection of North Route 303 and Palisades Center Drive
2. August 16, 2015 an accident fatality occurred at the intersection of North Route 303 and Palisades Center Drive
3. September 25, 2017 an accident fatality occurred at the intersection of Route 303 and Storms Road

WHEREAS, the NYSDOT has conducted safety studies along several state roadways within Rockland County, including the Sustainable Development Study on Route 303 in Orangetown, which ended at the Town line and did not include the Clarkstown portion of Route 303, and of which associated improvements are currently under construction.

THEREFORE BE IT RESOLVED in an effort to decrease accidents and improve pedestrian and motorist safety along the Route 303 corridor, the Town Board respectfully requests that the NYSDOT continue the Sustainable Development Study that was commenced in Orangetown and conduct a comprehensive safety study of the Route 303 corridor throughout the Town of Clarkstown.

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Request to NYSDOT for Safety Improvements on "Five Corners" Intersection in Valley Cottage

WHEREAS, the Town of Clarkstown is committed to providing safe transportation infrastructure for both motorists and pedestrians, and

WHEREAS, the area of the intersections of Ridge Road, Lake Road, Christian Herald Road and Route 303 known colloquially as the “Five Corners” continues to experience a concerning number of motor vehicle accidents, and

WHEREAS, two of Clarkstown largest industrial parks, the Congers Industrial Park and the Clarkstown Executive Park in Valley Cottage are located on Route 303, and

WHEREAS, Route 303 is main thoroughfare for commercial truck traffic through the Town, which causes traffic and safety issues on Route 303, and

WHEREAS, traffic congestion is common at the “Five Corners” intersection during peak afternoon hours, often resulting in queues which extend far north on Route 303, and

WHEREAS, multiple motor vehicle accidents have occurred at these intersections since 2014, including the following incidences:

1. 7 motor vehicle accidents at the intersection of Ridge Road and Lake Road
2. 12 motor vehicle accidents at the intersection of Christian Herald Road and Lake Road
3. 91 motor vehicle accidents at the intersection of Route 303 and Lake Road

WHEREAS, the NYSDOT has conducted safety studies along several state roadways within Rockland County, including the Sustainable Development Study in Orangetown, which ended at the Town line and did not include the Clarkstown portion of Route 303, of which associated improvements are currently under construction, and

WHEREAS, the New York Metropolitan Transportation Council (NYMTC) is currently conducting the

Route 59 Transportation and Land Use Study along Route 59, which does not include any portion of Route 59 within the Town of Clarkstown, and

THEREFORE BE IT RESOLVED that the Town Board respectfully requests that the NYSDOT conduct a review of Route 303, with a focus on the “Five Corners” intersection, in an effort to decrease motor vehicle accidents and improve safety and traffic conditions along Route 303.

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